

JANUARY NEWS LETTER

San Francisco, January 7, 1953

ALL P.F.E. EMPLOYES:

P.F.E. Loadings

	1952			1951		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
December ..	29,387	3,005	32,392	26,223	2,872	29,095
Year	369,509	50,883	420,392	355,268	59,954	415,222

CAR SITUATION: Due to storm conditions the latter part of November and the first part of December which interfered with rail operations, car supply in active loading districts through most of December remained dangerously low, and in fact did result in one day's shortage in Idaho as well as in the San Joaquin Valley. However, close supervision and handling on the part of all concerned enabled us to go through December without additional shortages, and, with resumption of normal rail service for the most part, to build our car supply by the end of the year to a point in keeping with the heavy loading forecast for January. Incidentally, February-March loadings will also be heavy. Continued close supervision of distribution and turn-over of P.F.E. equipment will enable us to protect this loading without foreign car owners' assistance. There must be no relaxation in our efforts to accomplish this.

The year 1952 as a whole was quite gratifying. While, by the end May, our total loadings were 10,570 below like period last year and P.F.E.'s loaded 3,190 less, increased activities the latter part of 1952 enabled us to improve steadily. By the end of the year our total loadings had reached 420,329, an increase of 5,170 over 1951, and P.F.E. loadings totaled 369,509, an increase of 14,241 over last year.

San Francisco, January 2, 1952

ALL P. R. EMPLOYEES:

P. R. E. Loadings

1952			1951		
Total	P. R. E.	Portals	Total	P. R. E.	Portals
December .. 22,387	3,002	32,392	2,878	25,523	20,002
Year	302,509	50,883	420,392	321,868	59,924

LOADING SITUATION: The loading conditions the latter part of

November and the first part of December which deteriorated with still

operations, but supply in active loading districts through most of

December remained dangerously low, and in fact did result in one day's

shortage in Idaho as well as in the San Joaquin Valley. However,

close supervision and handling on the part of all concerned resulted in

no through December without additional shortages, and with re-

sumption of normal rail service for the most part, to build our car

supply by the end of the year to approximately the level of the

loading forecast for January. Additionally, February-March loadings

will also be heavy. Continued close supervision of distribution and

turn-over of P. R. E. equipment will enable us to protect this loading

without further car owners' assistance. There must be no relaxation

in our efforts to accomplish this.

The year 1952 as a whole was quite gratifying. While by the end

of the year total loadings were 1,070,000 below the period last year and

P. R. E. loadings 4,000 less, nevertheless the latter part of

1952 ended on a high note. By the end of the year our total

loadings had reached 1,070,000, an increase of 1,170 over 1951, and

P. R. E. loadings reached 1,070,000, an increase of 1,170 over last year.

CROP CONDITIONS - S.P.: Lettuce shipments are now moving in volume from the Imperial Valley; approximately 1,500 cars having moved in December out of total estimated movement for the season of 15,000 cars. Other shipments from the Imperial Valley, consisting of mixed vegetables and carrots, are also starting to move and will increase in volume during subsequent months. Yuma lettuce is in height of production and shipments will continue in heavy volume through the month. Celery is now moving from the San Diego area and peak shipments should be reached in latter part of January. Tomato shipments from the West Coast of Mexico are now starting to move in volume and should continue for the next several months. Citrus shipments from the northern part of California have passed their peak. It is expected they will continue in lighter volume through January.

Southern Oregon: In Klamath Basin potato shipments are in mid-season volume. The movement presently is evenly divided between Government purchases, seed potatoes and commercial markets. At Medford there is a small daily movement of winter pears from storage.

T&NO: Mixed vegetables from the lower Rio Grande Valley in Texas are now moving in increased volume as there has been no serious damage from freezing temperatures this year which was the case for the past several seasons.

CROP SITUATION ALONG UPRR: Through December 15th, 26,742 carloads of potatoes have been shipped from the Idaho Division. This leaves about 28,700 cars yet to move, calling for an average movement of 205 cars per loading day to the end of May. Onion shipments continue to move in good volume with an estimated 1,300 cars left to move.

Traffic Association reports 1,250 cars of apples and 715 cars of

CROP SITUATION - S. P. A. - Because shipments are now moving in

volume from the Imperial Valley; approximately 1,500 cars having

moved in December out of total estimated movement for the season of

15,000 cars. Other shipments from the Imperial Valley, consisting of

mixed vegetables and corn, are also starting to move and will

increase in volume during subsequent months. Yuma lettuce is in

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through the month. Celery is now moving from the San Joaquin area and

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shipments from the West Coast of Mexico are now starting to move in

volume and should continue for the next several months. Yuma ship-

ments from the northern part of California have passed their peak. It

is expected they will continue in lighter volume through January.

Shasta County: In Shasta County potato shipments are in mid-

season volume. The movement presently is evenly divided between

Government purchased, seed potatoes and commercial markets. In Northern

there is a small daily movement of winter wheat from storage.

Yuma: Mixed vegetables from the lower Rio Grande Valley in Texas

are now moving in increased volume as there has been no serious damage

from freezing temperatures. This year again was the case for the past

several seasons.

CROP SITUATION ALONG URB: Through December 15th, 25,742 ac-

res of potatoes have been shipped from the Idaho Division. This

leaves about 25,700 acres yet to move, calling for an average movement

of 200 cars per loading day to the end of May. Onion shipments are

about to move in good volume with an estimated 1,500 cars left to move.

Trilla Association reports 1,250 cars of apples and 750 cars of

pears still to move as of December 1st in the Northwest District.

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A very informative article covering P.F.E. operations on South Central District (UP RR) prepared by Superintendent B. C. Ward is enclosed. This large and very important territory is, for the most part, local to Union Pacific service and contributes heavily to the earnings of that Railroad and Pacific Fruit Express Company.

K. V. PLUMMER

PACIFIC FRUIT EXPRESS COMPANY

A.

South-Central District (UPRR)

The South Central District covers a considerable area, including Las Vegas and the Moapa Valley on the south; Butte, Montana on the north, through Idaho and Malheur County, Oregon on the west and to Granger, Wyoming on the east. An average of between 70,000 and 75,000 carloads of perishables originate in the territory each year, of which some 25 percent moves from Southwestern Idaho and Eastern Oregon, somewhat over 5 percent from Utah, and the Moapa Valley, and the remainder, about 70 percent, from Southeastern Idaho - the area embracing the Pocatello-Idaho Falls-Twin Falls and Shoshone country wherein are grown the famous Idaho late crop potatoes. In an ordinary year about 17,000 originating cars will be under some form of refrigeration, up to 25,000 under Carriers' Protective Service (heat), and around 30,000 under Ventilation.

Nampa:

PFE facilities at Nampa include a major car shop, a district store, and an ice manufacturing plant.

The Car Shop, under the direction of Superintendent-Car Department, C. R. Simmons, is prepared to make light and heavy repairs, including building and rebuilding of any type of refrigerator cars. During 1951 a total of 20,055 cars were handled at Nampa Shop, including 363 which were completely rehabilitated and the balance of 19692 undergoing general repairs or being prepared for loading. Of these, 1,373 had to have 3,433 tons of ice removed from bunkers and bodies. Total trackage in the Nampa shop is 809 carlengths, of which 285 carlengths are used for heavy repairs. The shop force will average eleven supervisors, three clerical and 390 mechanics and laborers.

Nampa District Store is under the direction of L. F. Hobert. The average value of material and supplies at Nampa approximates \$700,000 and stocks to the value of some \$175,000 are issued for use each month to local and on-line points. The average force will include some 90 people.

Nampa ice plant has a production capacity of 180 tons per day with 33,200 tons storage. The icing platform is 83 carlengths, double, 15 carlengths being double-decked for retop icing service. During 1951 the plant manufactured 41,000 tons of ice and issued 55,700 tons to bunkers and bodies of cars. The excess of issue over manufacture was furnished by the Terminal Ice & Cold Storage Co. of Nampa, which has a maximum ice manufacturing capacity of 470 tons a day. Their storeroom connects with the PFE ice dock via an overhead belt conveyor 1,350 feet long which crosses the east-west main line tracks of the Union Pacific Railroad, and over which ice can be delivered at the rate of 150 tons per hour, the belt traveling at 187 feet per minute.

Since a large proportion of originations in the Nampa area are under refrigeration, heavy daily ice issues are the rule during the midsummer and fall peaks. 1200 to 1500 tons per day are not unusual, the peak issue of all times running 1800 tons. During these rushes up to 250 cars are initially iced each day. Traffic from the Northwest is also reiced here.

1900

A great many improvements have been made to the Nampa ice plant in the past few years; replacement of snake type condensers with vertical shell and tube, improvement of ice harvesting equipment, enlargement of the daily storeroom from 50 to 150 tons capacity and most necessary of all, replacement of old ice chains with gravity chutes with modern booms and power conveyors in ice storage rooms, which enables much more rapid movement of ice to the platform from storage located at the east end of the long dock.

Heater Service is not particularly heavy from this area although nearly 5,000 gallons of heater fuel were used there last season.

The Car Service force at Nampa is headed by District Agent Donat. Their work in 1951 included the handling of 4275 diversions.

Pocatello:

Facilities at Pocatello include a new light repair shop, a division store, and the ice plant. The shop under the direction of Superintendent-Car Department C. L. Gibson, was finished in 1950, is completely modern, and includes 303 carlengths of track equipped with air, water and electric outlets. While classified as "light repair shop" a considerable volume of heavy work is done, including truck and wheel changes and other heavy repairs. In 1951 a total of 42,544 cars were handled, including 3,741 light-heavy, 960 heavy, and 83 general repairs. All 42,544 cars were completely cleaned, deiced and made ready for loading, which involved more than 5000 washings and removal of 19,625 tons of bunker and body ice from 5794 cars. Equipment at Pocatello shop includes two heavy duty vapor hot water heaters mounted on trucks to heat water to the boiling point for deicing. An average shop force of five supervisory, three clerical and 213 mechanics and laborers is maintained during the winter season.

Preparation of cars at Pocatello Shop for loading during winter includes installation of automatic alcohol heaters in empty cars to be distributed throughout the area for potato loading. During cold weather it is necessary to preheat cars, for which the thermostatically-controlled alcohol heater is superior to charcoal. Unlike charcoal heaters, it is usually not necessary to service these alcohol heaters out at the loading points. One or two of these alcohol heaters (depending on the severity of the weather) are installed in car bunkers and lighted, insuring proper car temperature of about 35 degrees on placement at loading stations. It is not unusual to prepare 300 such cars in a day. After the car is loaded and returned to Pocatello, it is necessary to remove the automatic alcohol heaters and install in their stead the charcoal burning type, that work being done under the direction of the Plant Manager at the ice dock. This change of heaters will be unnecessary when all charcoal heaters have finally been replaced with the automatic alcohol type and which replacement is now nearly half complete. All heaters at Pocatello are in custody of the shop, which employs a crew to service, store, refuel and repair them. More than 157,000 gallons of alcohol were used at Pocatello during the past heater season and 634,328 pounds of charkets. Alcohol storage facilities include a

A great many improvements have been made to the Nampa ice plant in the past few years; replacement of snake type condensers with vertical shell and tube, improvement of the harvesting equipment, enlargement of the daily storeroom from 25 to 150 tons capacity and most necessary of all, replacement of old ice chains with gravity chutes with modern boom and power conveyors in ice storage rooms, which enables much more rapid movement of ice to the platform from storage located at the east end of the long dock.

Heater Service is not particularly heavy from this area although nearly 2,000 gallons of heater fuel were used there last season.

The Gar Service force at Nampa is headed by District Agent Donat. Their work in 1951 included the handling of 1275 diversions.

Facilities:

Facilities at Pocatello include a new light repair shop, a division store, and the ice plant. The shop under the direction of Superintendent Gar Department C. L. Gibson, was finished in 1950, is completely modern, and includes 303 compartments of truck equipped with air, water and electric outlets. While classified as light repair shop, a considerable volume of heavy work is done, including truck and wheel changes and other heavy repairs. In 1951 a total of 42,544 cars were handled, including 3,741 light-heavy, 900 heavy, and 83 general repairs. All 42,544 cars were completely cleaned, oiled and made ready for loading, which involved more than 5000 washings and removal of 19,625 tons of bunker and body ice from 5794 cars. Equipment at Pocatello shop includes two heavy duty vapor hot water heaters mounted on cranks to heat water to the boiling point for boiling. An average shop force of five supervisors, three clerical and 213 mechanics and laborers is maintained during the winter season.

Preparation of cars at Pocatello Shop for loading during winter includes installation of automatic alcohol heaters in empty cars to be distributed throughout the area for potato loading. During cold weather it is necessary to preheat cars, for which the thermally-controlled alcohol heater is superior to charcoal. Unlike charcoal heaters, it is usually not necessary to service these alcohol heaters out at the loading points. One or two of these alcohol heaters (depending on the severity of the weather) are installed in car bunkers and lighted, insuring proper car temperature of about 35 degrees on placement at loading stations. It is not unusual to prepare 300 such cars in a day. After the car is loaded and returned to Pocatello, it is necessary to remove the automatic alcohol heaters and install in their stead the charcoal burning type that work being done under the direction of the Plant Manager at the ice dock. This change of heaters will be unnecessary when all charcoal heaters have finally been replaced with the automatic alcohol type and which replacement is now nearly half complete. All heaters at Pocatello are in custody of the shop, which employs a crew to service, store, refuel and repair them. More than 15,000 gallons of alcohol were used at Pocatello during the past heater season and 634,328 pounds of charcoal. Alcohol storage facilities include a

15,000 gallon capacity tank at the ice dock. A new tank with capacity of 50,000 gallons is now being erected in the shop yard.

The Division Store at Pocatello is under the direction of Mr. J. L. McConnell. It employs an average of 60 people. The value of material and supplies amounts to \$225,000 with a monthly issue of about \$55,000.

The Ice Plant at Pocatello has a daily manufacturing capacity of 125, tons, with 18,300 tons storage. The ice dock is 85 car-lengths, double. There is also a 7 carlength single deck, so located that service can be given to westbound cars with a minimum of switching by the railroad. During 1951 the Pocatello plant manufactured 37,500 tons of ice and issued 40,300 tons. The excess of issue over manufacture was mostly supplied by carload shipments from the Terminal Company at Nampa, although 860 tons were shipped to Pocatello from the Ogden plant.

The Pocatello ice plant is under the supervision of Mr. H. A. Shupe, Plant Manager, and has been greatly improved in the past few years by the addition of a new 10,000 ton storage room, modern booms and power chutes and new inclines and cross-conveyors from storeroom to platform with modern spike flight retards, and which enables the rapid service required by the Union Pacific Railroad. In addition to the business originating in the Idaho Falls-Twin Falls area (much of which moves under ice in the early Fall) all shipments from Southwestern Idaho, Eastern Oregon and the Northwest are serviced here. In 1948 the Union Pacific installed a modern retarder yard in Pocatello, and it is here that perishables from all parts of Idaho are segregated into blocks. Movement through the terminal is accomplished with great rapidity.

Mr. Shupe's force will average 18 supervisory and clerical, and 49 icemen. At peak potato loading the ice crew will run to 90 men.

To those who deal largely with perishables moving under ice, the heater service operations at Pocatello would be highly interesting. This is a cold country with temperatures declining far below zero on many days throughout each winter season. The preparation and installation of heaters in empty cars, the servicing of cars during process of loading, the substitution of charcoal for alcohol heaters on return to Pocatello of the loaded car; each operation requires meticulous attention to detail of records and safety, and the work is often done under extremely bad and hazardous weather conditions. At current prices, carloads of potatoes may be worth more than \$2000 each, and a tremendous claim potential is involved.

The Car Service force in the Southeast Idaho territory is under the direction of Mr. J. M. Hansen, at Pocatello. Mr. Hansen has half a dozen winter agencies to supervise, and an office force of 18 people. 63,971 diversions were handled in his office during 1951, by a round-the-clock diversion bureau.

15,000 gallon capacity tank at the dock. A tank with capacity of 30,000 gallons is now being erected in the ship yard.

The Division Store at Pocatello is under the direction of Mr. J. L. McConnell. It employs an average of 60 people. The value of material and supplies amounts to \$250,000 with a monthly income of \$15,000.

The Ice Plant at Pocatello has a daily manufacturing capacity of 125 tons, with 18,000 tons storage. The ice dock is 65 feet long, 10 feet wide, and has a 7 car length slide door. Ice service has been given to western cities with a minimum of 200 tons by the rail road. During 1921 the Pocatello plant manufactured 27,500 tons of ice and leased 40,000 tons. The excess of ice over requirements was mostly supplied by carload shipments from the Pocatello plant. Although 550 tons were shipped to Pocatello from the Ogden plant.

The Pocatello ice plant is under the supervision of Mr. H. A. Shupe, Plant Manager, and has been greatly improved in the past few years by the addition of a new 10,000 ton storage room, modern doors and power, and new facilities and equipment. The plant is a modern building with modern equipment, and which enables the rapid service required by the Union Pacific Railroad. In addition to the business of manufacturing ice the plant handles a large amount of freight moves under its own power. It is serviced from Southwestern Idaho, Eastern Oregon and the Northwest are serviced here. In 1921 the Union Pacific installed a modern refrigerated yard in Pocatello, and it is here that perishables from all parts of Idaho are refrigerated into blocks. Movement through the terminal is accomplished with great rapidity.

Mr. Shupe's force will average 25 supervisory and clerical and 40 men. At peak periods the ice crew will run to 90 men.

To those who deal largely with perishables moving under ice, the better story is that the Pocatello would be highly interesting. This is a cold country with temperatures reaching far below zero on many days throughout each winter season. The preservation and handling of perishables in empty cars, the shipping of cars during periods of loading, the suggestion of charcoal for alcohol heaters as return to Pocatello of the loaded car, each operation requires machine and attention to detail of records and safety, and the work is often done under extremely bad and hazardous weather conditions. At current prices, carloads of potatoes may be worth more than \$2,000 each, and a breakdown of a carload is a financial disaster.

The Car Service Force is the largest in the Northwest. It is under the direction of Mr. J. L. Hansen, at Pocatello. It has had a good winter season in 1921, and an office force of 15 people. As 254 divisions were handled in his office during 1921, by a round-trip division bureau.

Ogden:

The Ogden Terminal Yard (operated by the Ogden Union Railway & Depot Co, a subsidiary of the Union Pacific and Southern Pacific Railroads) is tightly constricted by the Weber River on the West, the town and its rapidly expanding industrial area on the east, and by mountains on the north and south, posing a continuous problem for the efficient and rapid operation so essential to the handling of the heavy volume of traffic moving through Ogden every day. Freight and passenger trains from and to the west, north, east and south arrive at short intervals during each day and must be received, switched, worked and made ready for departure on rigid schedules. The peak operation for a single week during the last war occurred during August, 1944 when some 56,000 cars were handled in and out. That record was bettered during the week of July 13, 1952 when more than 58,000 cars were handled under the necessity to reroute California traffic via Ogden because of earthquake damage to rails.

PFE facilities at Ogden include a light shop yard and the ice plant. The shop under Foreman-Inspector M. M. Taylor, makes only light repairs, but deices, cleans and prepares for loading all refrigerator cars loading in the vicinity (including Swift & Co. meat cars loaded at their beef and lamb plant at Ogden) and has also prepared cars for loading in Nevada, Southern Oregon. On occasion Ogden has had to assist the Pocatello shops by preparing cars for loading in Southeastern Idaho. During 1951 this shop made light repairs, including cleaning, to 16,082 cars, involving removal of 13,047 tons of bunker and body ice from 4,349 of these cars. A Marlsbury steam cleaner is used to prepare Swift cars for loading, 394 of which were made ready last year. There are two tracks in the shop yard, each accommodating 140 cars. The north 25 carlengths of each track is equipped with water and electricity. Mr. Taylor's force will average 32 men, 30 of whom are carmen and laborers.

The Ogden ice plant has a production capacity of 375 tons per day and a storage of 10,500 tons. When built the storage capacity was near 20,000 tons, but about half of the capacity, now unneeded, is under lease to the Ogden Quick Freeze Company who refrigerate it with their own equipment. There are two ice platforms adjacent to each other, one 72 carlengths, the other 68, each double.

The great bulk of perishable traffic moves from the SP directly to one of the four ice tracks and is automatically delivered to the UP when the train stops. During 1951 Ogden plant manufactured 79,250 tons of ice, 59,350 of which was issued to bunkers and 15,670 was loaded in cars for railroad use and for shipment to Pocatello as mentioned above. During the peak California shipping seasons ice issues average well over 1000 tons per day. To avoid switching through crowded yards to the hard-to-reach ice docks, westbound perishables under ice service are reiced by lift truck from a surfaced roadway adjacent to a track dedicated to that purpose and which is near the point where eastbound trains arrive from the UP. Express movement from California is seasonally heavy and many of these cars too are iced by lift truck in the passenger yard to avoid loss of time moving to and from the ice dock.

The Ogden Terminal Yard operated by the Western Union Telegraph Company, a subsidiary of the American Telephone and Telegraph Company, is a large terminal yard for the Western Union Telegraph Company. It is located in Ogden, Utah, and is one of the largest and most modern telegraph terminal yards in the United States. The yard is situated on the north and south sides of the Ogden River, and is bounded by the Ogden River to the north and the Ogden River to the south. The yard is divided into several sections, and is used for the storage and distribution of telegraph equipment and materials. The yard is also used for the repair and maintenance of telegraph equipment. The yard is operated by the Western Union Telegraph Company, and is one of the most important facilities in the telegraph network of the United States.

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Plant Manager R. F. Jones employs an average force of 65 people, about half of whom are icemen. Peak periods finds this figure increased to 100.

Heater service at Ogden is given to all cars billed under CPS or subject to voluntary heater service. In most cases this work is done at the ice deck. 6,000 gallons of alcohol and 121,000 pounds of charcoal were used in servicing heater cars in 1951.

Ogden is headquarters for the office of the P.F.E. Superintendent of the District, and there is an agency which includes round-the-clock diversion and yard forces. During 1952, 38,696 diversions were handled. Passing advices and other traffic reports are given regularly to interested offices of the Southern Pacific and Union Pacific Railroads.

Salt Lake City:

Since traffic to and from the southwest territory of the Union Pacific does not route through Ogden (actually it moves nearly into the Ogden Yard before it wyes away) provisions had to be made to service perishables moving in Colton blocks, as well as the ever-increasing volume of westbound food supplies moving westward toward the rapidly growing industrial areas of Southern California. A 14-carlength icing platform, double, serves to handle this traffic, all of which is switched out of arriving trains before moving in to be iced. Icing is performed under contract by the Utah Ice & Storage Co. who supplied 13,300 tons of ice to bunkers in 1951. Western Pacific blocks arriving Salt Lake City are iced in the Roper (WP-DRG) yard, however, all block work is done and passings are disseminated by our PFE diversion force.

Car Department is represented at Salt Lake City by L. C. Wilson, Foreman-Inspector, who is in charge of car cleaning, including deicing, and making light repairs to cars. During 1951 more than 3800 cars were conditioned by Mr. Wilson and his two employees. Cleaning-repair track capacity at Salt Lake City is 32 cars.

Since heater territory extends to the Utah-Nevada State Line and intense winter cold prevails through the Milford-Caliente country, heater service constitutes a considerable part of the duties of the Salt Lake station. If traffic has arrived Salt Lake with heaters already installed, they are serviced and allowed to move into Las Vegas. If not, traffic subject to heater service must be protected by installation of heaters. All heater work required for cars moving in WP blocks is done by the PFE heater crew on arrival of such blocks in the Roper Yard.

More than half of all Utah originations occur in the area between Ogden and Salt Lake, from Salt Lake south to Payson, and in the peach country around Cedar City. Initially iced cars for this traffic are supplied from Salt Lake City.

District Agent F. L. Evans has his office in Salt Lake and supervises the heater crews as well as the office force. The diver-

Plant Manager E. F. Jones employs an average force of 65 people, about half of whom are ice men. Peak periods finds this figure increased to 100.

Heater service at Ogden is given to all cars billed under OPS or subject to voluntary heater service. In most cases this work is done at the ice dock. 6,000 gallons of alcohol and 121,000 pounds of charcoal were used in servicing heater cars in 1951.

Ogden is headquarters for the office of the F. E. B. Superintendent of the District, and there is an agency which includes round-the-clock diversion and yard forces. During 1952, 38,600 diversions were handled. Passing advice and other traffic reports are given monthly to interested offices of the Southern Pacific and Union Pacific Railroads.

Salt Lake City:

Since traffic to and from the southwest territory of the Union Pacific does not route through Ogden (actually it moves nearly into the Ogden Yard before it wyes away) provisions had to be made to service passenger trains moving in Ogden blocks, as well as the ever-increasing volume of westbound food supplies moving westward toward the rapidly growing industrial areas of Southern California. A 1A-1B-1C-1D-1E-1F-1G-1H-1I-1J-1K-1L-1M-1N-1O-1P-1Q-1R-1S-1T-1U-1V-1W-1X-1Y-1Z-1AA-1AB-1AC-1AD-1AE-1AF-1AG-1AH-1AI-1AJ-1AK-1AL-1AM-1AN-1AO-1AP-1AQ-1AR-1AS-1AT-1AU-1AV-1AW-1AX-1AY-1AZ-1BA-1BB-1BC-1BD-1BE-1BF-1BG-1BH-1BI-1BJ-1BK-1BL-1BM-1BN-1BO-1BP-1BQ-1BR-1BS-1BT-1BU-1BV-1BW-1BX-1BY-1BZ-1CA-1CB-1CC-1CD-1CE-1CF-1CG-1CH-1CI-1CJ-1CK-1CL-1CM-1CN-1CO-1CP-1CQ-1CR-1CS-1CT-1CU-1CV-1CW-1CX-1CY-1CZ-1DA-1DB-1DC-1DD-1DE-1DF-1DG-1DH-1DI-1DJ-1DK-1DL-1DM-1DN-1DO-1DP-1DQ-1DR-1DS-1DT-1DU-1DV-1DW-1DX-1DY-1DZ-1EA-1EB-1EC-1ED-1EE-1EF-1EG-1EH-1EI-1EJ-1EK-1EL-1EM-1EN-1EO-1EP-1EQ-1ER-1ES-1ET-1EU-1EV-1EW-1EX-1EY-1EZ-1FA-1FB-1FC-1FD-1FE-1FF-1FG-1FH-1FI-1FJ-1FK-1FL-1FM-1FN-1FO-1FP-1FQ-1FR-1FS-1FT-1FU-1FV-1FW-1FX-1FY-1FZ-1GA-1GB-1GC-1GD-1GE-1GF-1GG-1GH-1GI-1GJ-1GK-1GL-1GM-1GN-1GO-1GP-1GQ-1GR-1GS-1GT-1GU-1GV-1GW-1GX-1GY-1GZ-1HA-1HB-1HC-1HD-1HE-1HF-1HG-1HH-1HI-1HJ-1HK-1HL-1HM-1HN-1HO-1HP-1HQ-1HR-1HS-1HT-1HU-1HV-1HW-1HX-1HY-1HZ-1IA-1IB-1IC-1ID-1IE-1IF-1IG-1IH-1II-1IJ-1IK-1IL-1IM-1IN-1IO-1IP-1IQ-1IR-1IS-1IT-1IU-1IV-1IW-1IX-1IY-1IZ-1JA-1JB-1JC-1JD-1JE-1JF-1JG-1JH-1JI-1JJ-1JK-1JL-1JM-1JN-1JO-1JP-1JQ-1JR-1JS-1JT-1JU-1JV-1JW-1JX-1JY-1JZ-1KA-1KB-1KC-1KD-1KE-1KF-1KG-1KH-1KI-1KJ-1KK-1KL-1KM-1KN-1KO-1KP-1KQ-1KR-1KS-1KT-1KU-1KV-1KW-1KX-1KY-1KZ-1LA-1LB-1LC-1LD-1LE-1LF-1LG-1LH-1LI-1LJ-1LK-1LL-1LM-1LN-1LO-1LP-1LQ-1LR-1LS-1LT-1LU-1LV-1LW-1LX-1LY-1LZ-1MA-1MB-1MC-1MD-1ME-1MF-1MG-1MH-1MI-1MJ-1MK-1ML-1MM-1MN-1MO-1MP-1MQ-1MR-1MS-1MT-1MU-1MV-1MW-1MX-1MY-1MZ-1NA-1NB-1NC-1ND-1NE-1NF-1NG-1NH-1NI-1NJ-1NK-1NL-1NM-1NN-1NO-1NP-1NQ-1NR-1NS-1NT-1NU-1NV-1NW-1NX-1NY-1NZ-1OA-1OB-1OC-1OD-1OE-1OF-1OG-1OH-1OI-1OJ-1OK-1OL-1OM-1ON-1OO-1OP-1OQ-1OR-1OS-1OT-1OU-1OV-1OW-1OX-1OY-1OZ-1PA-1PB-1PC-1PD-1PE-1PF-1PG-1PH-1PI-1PJ-1PK-1PL-1PM-1PN-1PO-1PP-1PQ-1PR-1PS-1PT-1PU-1PV-1PW-1PX-1PY-1PZ-1QA-1QB-1QC-1QD-1QE-1QF-1QG-1QH-1QI-1QJ-1QK-1QL-1QM-1QN-1QO-1QP-1QQ-1QR-1QS-1QT-1QU-1QV-1QW-1QX-1QY-1QZ-1RA-1RB-1RC-1RD-1RE-1RF-1RG-1RH-1RI-1RJ-1RK-1RL-1RM-1RN-1RO-1RP-1RQ-1RR-1RS-1RT-1RU-1RV-1RW-1RX-1RY-1RZ-1SA-1SB-1SC-1SD-1SE-1SF-1SG-1SH-1SI-1SJ-1SK-1SL-1SM-1SN-1SO-1SP-1SQ-1SR-1SS-1ST-1SU-1SV-1SW-1SX-1SY-1SZ-1TA-1TB-1TC-1TD-1TE-1TF-1TG-1TH-1TI-1TJ-1TK-1TL-1TM-1TN-1TO-1TP-1TQ-1TR-1TS-1TT-1TU-1TV-1TW-1TX-1TY-1TZ-1UA-1UB-1UC-1UD-1UE-1UF-1UG-1UH-1UI-1UJ-1UK-1UL-1UM-1UN-1UO-1UP-1UQ-1UR-1US-1UT-1UU-1UV-1UW-1UX-1UY-1UZ-1VA-1VB-1VC-1VD-1VE-1VF-1VG-1VH-1VI-1VJ-1VK-1VL-1VM-1VN-1VO-1VP-1VQ-1VR-1VS-1VT-1VU-1VV-1VW-1VX-1VY-1VZ-1WA-1WB-1WC-1WD-1WE-1WF-1WG-1WH-1WI-1WJ-1WK-1WL-1WM-1WN-1WO-1WP-1WQ-1WR-1WS-1WT-1WU-1WV-1WW-1WX-1WY-1WZ-1XA-1XB-1XC-1XD-1XE-1XF-1XG-1XH-1XI-1XJ-1XK-1XL-1XM-1XN-1XO-1XP-1XQ-1XR-1XS-1XT-1XU-1XV-1XW-1XX-1XY-1XZ-1YA-1YB-1YC-1YD-1YE-1YF-1YG-1YH-1YI-1YJ-1YK-1YL-1YM-1YN-1YO-1YP-1YQ-1YR-1YS-1YT-1YU-1YV-1YW-1YX-1YY-1YZ-1ZA-1ZB-1ZC-1ZD-1ZE-1ZF-1ZG-1ZH-1ZI-1ZJ-1ZK-1ZL-1ZM-1ZN-1ZO-1ZP-1ZQ-1ZR-1ZS-1ZT-1ZU-1ZV-1ZW-1ZX-1ZY-1ZZ-2A-2B-2C-2D-2E-2F-2G-2H-2I-2J-2K-2L-2M-2N-2O-2P-2Q-2R-2S-2T-2U-2V-2W-2X-2Y-2Z-3A-3B-3C-3D-3E-3F-3G-3H-3I-3J-3K-3L-3M-3N-3O-3P-3Q-3R-3S-3T-3U-3V-3W-3X-3Y-3Z-4A-4B-4C-4D-4E-4F-4G-4H-4I-4J-4K-4L-4M-4N-4O-4P-4Q-4R-4S-4T-4U-4V-4W-4X-4Y-4Z-5A-5B-5C-5D-5E-5F-5G-5H-5I-5J-5K-5L-5M-5N-5O-5P-5Q-5R-5S-5T-5U-5V-5W-5X-5Y-5Z-6A-6B-6C-6D-6E-6F-6G-6H-6I-6J-6K-6L-6M-6N-6O-6P-6Q-6R-6S-6T-6U-6V-6W-6X-6Y-6Z-7A-7B-7C-7D-7E-7F-7G-7H-7I-7J-7K-7L-7M-7N-7O-7P-7Q-7R-7S-7T-7U-7V-7W-7X-7Y-7Z-8A-8B-8C-8D-8E-8F-8G-8H-8I-8J-8K-8L-8M-8N-8O-8P-8Q-8R-8S-8T-8U-8V-8W-8X-8Y-8Z-9A-9B-9C-9D-9E-9F-9G-9H-9I-9J-9K-9L-9M-9N-9O-9P-9Q-9R-9S-9T-9U-9V-9W-9X-9Y-9Z-0A-0B-0C-0D-0E-0F-0G-0H-0I-0J-0K-0L-0M-0N-0O-0P-0Q-0R-0S-0T-0U-0V-0W-0X-0Y-0Z-10A-10B-10C-10D-10E-10F-10G-10H-10I-10J-10K-10L-10M-10N-10O-10P-10Q-10R-10S-10T-10U-10V-10W-10X-10Y-10Z-11A-11B-11C-11D-11E-11F-11G-11H-11I-11J-11K-11L-11M-11N-11O-11P-11Q-11R-11S-11T-11U-11V-11W-11X-11Y-11Z-12A-12B-12C-12D-12E-12F-12G-12H-12I-12J-12K-12L-12M-12N-12O-12P-12Q-12R-12S-12T-12U-12V-12W-12X-12Y-12Z-13A-13B-13C-13D-13E-13F-13G-13H-13I-13J-13K-13L-13M-13N-13O-13P-13Q-13R-13S-13T-13U-13V-13W-13X-13Y-13Z-14A-14B-14C-14D-14E-14F-14G-14H-14I-14J-14K-14L-14M-14N-14O-14P-14Q-14R-14S-14T-14U-14V-14W-14X-14Y-14Z-15A-15B-15C-15D-15E-15F-15G-15H-15I-15J-15K-15L-15M-15N-15O-15P-15Q-15R-15S-15T-15U-15V-15W-15X-15Y-15Z-16A-16B-16C-16D-16E-16F-16G-16H-16I-16J-16K-16L-16M-16N-16O-16P-16Q-16R-16S-16T-16U-16V-16W-16X-16Y-16Z-17A-17B-17C-17D-17E-17F-17G-17H-17I-17J-17K-17L-17M-17N-17O-17P-17Q-17R-17S-17T-17U-17V-17W-17X-17Y-17Z-18A-18B-18C-18D-18E-18F-18G-18H-18I-18J-18K-18L-18M-18N-18O-18P-18Q-18R-18S-18T-18U-18V-18W-18X-18Y-18Z-19A-19B-19C-19D-19E-19F-19G-19H-19I-19J-19K-19L-19M-19N-19O-19P-19Q-19R-19S-19T-19U-19V-19W-19X-19Y-19Z-20A-20B-20C-20D-20E-20F-20G-20H-20I-20J-20K-20L-20M-20N-20O-20P-20Q-20R-20S-20T-20U-20V-20W-20X-20Y-20Z-21A-21B-21C-21D-21E-21F-21G-21H-21I-21J-21K-21L-21M-21N-21O-21P-21Q-21R-21S-21T-21U-21V-21W-21X-21Y-21Z-22A-22B-22C-22D-22E-22F-22G-22H-22I-22J-22K-22L-22M-22N-22O-22P-22Q-22R-22S-22T-22U-22V-22W-22X-22Y-22Z-23A-23B-23C-23D-23E-23F-23G-23H-23I-23J-23K-23L-23M-23N-23O-23P-23Q-23R-23S-23T-23U-23V-23W-23X-23Y-23Z-24A-24B-24C-24D-24E-24F-24G-24H-24I-24J-24K-24L-24M-24N-24O-24P-24Q-24R-24S-24T-24U-24V-24W-24X-24Y-24Z-25A-25B-25C-25D-25E-25F-25G-25H-25I-25J-25K-25L-25M-25N-25O-25P-25Q-25R-25S-25T-25U-25V-25W-25X-25Y-25Z-26A-26B-26C-26D-26E-26F-26G-26H-26I-26J-26K-26L-26M-26N-26O-26P-26Q-26R-26S-26T-26U-26V-26W-26X-26Y-26Z-27A-27B-27C-27D-27E-27F-27G-27H-27I-27J-27K-27L-27M-27N-27O-27P-27Q-27R-27S-27T-27U-27V-27W-27X-27Y-27Z-28A-28B-28C-28D-28E-28F-28G-28H-28I-28J-28K-28L-28M-28N-28O-28P-28Q-28R-28S-28T-28U-28V-28W-28X-28Y-28Z-29A-29B-29C-29D-29E-29F-29G-29H-29I-29J-29K-29L-29M-29N-29O-29P-29Q-29R-29S-29T-29U-29V-29W-29X-29Y-29Z-30A-30B-30C-30D-30E-30F-30G-30H-30I-30J-30K-30L-30M-30N-30O-30P-30Q-30R-30S-30T-30U-30V-30W-30X-30Y-30Z-31A-31B-31C-31D-31E-31F-31G-31H-31I-31J-31K-31L-31M-31N-31O-31P-31Q-31R-31S-31T-31U-31V-31W-31X-31Y-31Z-32A-32B-32C-32D-32E-32F-32G-32H-32I-32J-32K-32L-32M-32N-32O-32P-32Q-32R-32S-32T-32U-32V-32W-32X-32Y-32Z-33A-33B-33C-33D-33E-33F-33G-33H-33I-33J-33K-33L-33M-33N-33O-33P-33Q-33R-33S-33T-33U-33V-33W-33X-33Y-33Z-34A-34B-34C-34D-34E-34F-34G-34H-34I-34J-34K-34L-34M-34N-34O-34P-34Q-34R-34S-34T-34U-34V-34W-34X-34Y-34Z-35A-35B-35C-35D-35E-35F-35G-35H-35I-35J-35K-35L-35M-35N-35O-35P-35Q-35R-35S-35T-35U-35V-35W-35X-35Y-35Z-36A-36B-36C-36D-36E-36F-36G-36H-36I-36J-36K-36L-36M-36N-36O-36P-36Q-36R-36S-36T-36U-36V-36W-36X-36Y-36Z-37A-37B-37C-37D-37E-37F-37G-37H-37I-37J-37K-37L-37M-37N-37O-37P-37Q-37R-37S-37T-37U-37V-37W-37X-37Y-37Z-38A-38B-38C-38D-38E-38F-38G-38H-38I-38J-38K-38L-38M-38N-38O-38P-38Q-38R-38S-38T-38U-38V-38W-38X-38Y-38Z-39A-39B-39C-39D-39E-39F-39G-39H-39I-39J-39K-39L-39M-39N-39O-39P-39Q-39R-39S-39T-39U-39V-39W-39X-39Y-39Z-40A-40B-40C-40D-40E-40F-40G-40H-40I-40J-40K-40L-40M-40N-40O-40P-40Q-40R-40S-40T-40U-40V-40W-40X-40Y-40Z-41A-41B-41C-41D-41E-41F-41G-41H-41I-41J-41K-41L-41M-41N-41O-41P-41Q-41R-41S-41T-41U-41V-41W-41X-41Y-41Z-42A-42B-42C-42D-42E-42F-42G-42H-42I-42J-42K-42L-42M-42N-42O-42P-42Q-42R-42S-42T-42U-42V-42W-42X-42Y-42Z-43A-43B-43C-43D-43E-43F-43G-43H-43I-43J-43K-43L-43M-43N-43O-43P-43Q-43R-43S-43T-43U-43V-43W-43X-43Y-43Z-44A-44B-44C-44D-44E-44F-44G-44H-44I-44J-44K-44L-44M-44N-44O-44P-44Q-44R-44S-44T-44U-44V-44W-44X-44Y-44Z-45A-45B-45C-45D-45E-45F-45G-45H-45I-45J-45K-45L-45M-45N-45O-45P-45Q-45R-45S-45T-45U-45V-45W-45X-45Y-45Z-46A-46B-46C-46D-46E-46F-46G-46H-46I-46J-46K-46L-46M-46N-46O-46P-46Q-46R-46S-46T-46U-46V-46W-46X-46Y-46Z-47A-47B-47C-47D-47E-47F-47G-47H-47I-47J-47K-47L-47M-47N-47O-47P-47Q-47R-47S-47T-47U-47V-47W-47X-47Y-47Z-48A-48B-48C-48D-48E-48F-48G-48H-48I-48J-48K-48L-48M-48N-48O-48P-48Q-48R-48S-48T-48U-48V-48W-48X-48Y-48Z-49A-49B-49C-49D-49E-49F-49G-49H-49I-49J-49K-49L-49M-49N-49O-49P-49Q-49R-49S-49T-49U-49V-49W-49X-49Y-49Z-50A-50B-50C-50D-50E-50F-50G-50H-50I-50J-50K-50L-50M-50N-50O-50P-50Q-50R-50S-50T-50U-50V-50W-50X-50Y-50Z-51A-51B-51C-51D-51E-51F-51G-51H-51I-51J-51K-51L-51M-51N-51O-51P-51Q-51R-51S-51T-51U-51V-51W-51X-51Y-51Z-52A-52B-52C-52D-52E-52F-52G-52H-52I-52J-52K-52L-52M-52N-52O-52P-52Q-52R-52S-52T-52U-52V-52W-52X-52Y-52Z-53A-53B-53C-53D-53E-53F-53G-53H-53I-53J-53K-53L-53M-53N-53O-53P-53Q-53R-53S-53T-53U-53V-53W-53X-53Y-53Z-54A-54B-54C-54D-54E-54F-54G-54H-54I-54J-54K-54L-54M-54N-54O-54P-54Q-54R-54S-54T-54U-54V-54W-54X-54Y-54Z-55A-55B-55C-55D-55E-55F-55G-55H-55I-55J-55K-55L-55M-55N-55O-55P-55Q-55R-55S-55T-55U-55V-55W-55X-55Y-55Z-56A-56B-56C-56D-56E-56F-56G-56H-56I-56J-56K-56L-56M-56N-56O-56P-56Q-56R-56S-56T-56U-56V-56W-56X-56Y-56Z-57A-57B-57C-57D-57E-57F-57G-57H-57I-57J-57K-57L-57M-57N-57O-57P-57Q-57R-57S-57T-57U-57V-57W-57X-57Y-57Z-58A-58B-58C-58D-58E-58F-58G-58H-58I-58J-58K-58L-58M-58N-58O-58P-58Q-58R-58S-58T-58U-58V-58W-58X-58Y-58Z-59A-59B-59C-59D-59E-59F-59G-59H-59I-59J-59K-59L-59M-59N-59O-59P-59Q-59R-59S-59T-59U-59V-59W-59X-59Y-59Z-60A-60B-60C-60D-60E-60F-60G-60H-60I-60J-60K-60L-60M-60N-60O-60P-60Q-60R-60S-60T-60U-60V-60W-60X-60Y-60Z-61A-61B-61C-61D-61E-61F-61G-61H-61I-61J-61K-61L-61M-61N-61O-61P-61Q-61R-61S-61T-61U-61V-61W-61X-61Y-61Z-62A-62B-62C-62D-62E-62F-62G-62H-62I-62J-62K-62L-62M-62N-62O-62P-62Q-62R-62S-62T-62U-62V-62W-62X-62Y-62Z-63A-63B-63C-63D-63E-63F-63G-63H-63I-63J-63K-63L-63M-63N-63O-63P-63Q-63R-63S-63T-63U-63V-63W-63X-63Y-63Z-64A-64B-64C-64D-64E-64F-64G-64H-64I-64J-64K-64L-64M-64N-64O-64P-64Q-64R-64S-64T-64U-64V-64W-64X-64Y-64Z-65A-65B-65C-65D-65E-65F-65G-65H-65I-65J-65K-65L-65M-65N-65O-65P-65Q-65R-65S-65T-65U-65V-65W-65X-65Y-65Z-66A-66B-66C-66D-66E-66F-66G-66H-66I-66J-66K-66L-66M-66N-66O-66P-66Q-66R-66S-66T-66U-66V-66W-66X-66Y-66Z-67A-67B-67C-67D-67E-67F-67G-67H-67I-67J-67K-67L-67M-67N-67O-67P-67Q-67R-67S-67T-67U-67V-67W-67X-67Y-67Z-68A-68B-68C-68D-68E-68F-68G-68H-68I-68J-68K-68L-68M-68N-68O-68P-68Q-68R-68S-68T-68U-68V-68W-68X-68Y-68Z-69A-69B-69C-69D-69E-69F-69G-69H-69I-69J-69K-69L-69M-69N-69O-69P-69Q-69R-69S-69T-69U-69V-69W-69X-69Y-69Z-70A-70B-70C-70D-70E-70F-70G-70H-70I-70J-70K-70L-70M-70N-70O-70P-70Q-70R-70S-70T-70U-70V-70W-70X-70Y-70Z-71A-71B-71C-71D-71E-71F-71G-71H-71I-71J-71K-71L-71M-71N-71O-71P-71Q-71R-71S-71T-71U-71V-71W-71X-71Y-71Z-72A-72B-72C-72D-72E-72F-72G-72H-72I-72J-72K-72L-72M-72N-72O-72P-72Q-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The ice plant at Las Vegas is managed by Mr. A. J. Scott who supervises both plant and car service work. The plant has a manufacturing ability of 115 tons per day and a storage capacity of 5,700 tons. A regular icing point for both east and westbound Union Pacific traffic, platform issues in 1951 were 5,850 tons. The remainder of the 17,770 tons manufactured was shipped in carloads to points for railroad use in this extremely hot country and for top icing vegetables grown in the Moapa Valley just north of Las Vegas, and to Cedar City, Utah where the locally grown peach crop is loaded, precooled and retouched before forwarding.

Las Vegas is the southern end of our heater territory, and all heaters are removed from cars passing through this point southbound. After removal, heaters are cleaned and shipped north for further use. Heater installations are made at Las Vegas to shipments subject to Voluntary Heater Service and which are moving northbound.

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